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East Germany

SECURITY INFORMATION

REPORT NO. [REDACTED]

COUNTRY

TOPIC

Brandenburg-Asado Airfield

EVALUATION see below

PLACE OBTAINED [REDACTED]

25X1A

25X1A
DATE OF CONTENT [REDACTED]25X1A
DATE OBTAINED [REDACTED]

PREPARED 4 March 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE [REDACTED]

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1. The following aircraft and air activity were observed at Brandenburg-Asado airfield between 13 January and 3 February 1953:

13 January. Between 9 and 10 a.m., the noise of aircraft engines was heard. An IL-10 landed at the field at 9:30 a.m. Twenty-two IL-10s were parked in the northeastern corner of the field at 2:30 p.m.

14 January. There was no air activity in hazy weather.

19 January. No air activity was observed in clear weather. Between 2 and 3 p.m., three vehicles rolled the snow on the field.

23 January. There was intensive air activity by individual planes which practiced taking off, landing and low level attacks. Red upper edges on the rudder assemblies and red propeller hubs were identified on the aircraft which practiced flying between 2 and 4 p.m. The numbers 01, 02, 03, 4, 7, 14, 23, and 43 were identified on eight planes.

26 January. Individual flights were made by IL-10s with the numbers 01, 02, 03, 1, 8, 18, 19, 22, 24, 27, and 43. The plane with the number 03 only had a red propeller hub, while all the other planes additionally had red upper edges on their rudder assemblies. Forty-two IL-10s were counted at the field at 1 p.m.

31 January. At 11 a.m., a take-off was made by an IL-10 plane, probably for a factory test flight. At 9 a.m., 36 IL-10 were parked at the field.

2 February. In the morning, there was air activity by individual planes while the weather was hazy and the visibility limited to about 1,000 meters. In the afternoon, formation flights were made by three IL-10s:

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3 February. There was a heavy snowfall. No air activity was performed.

2. Between 10:30 a.m. and 1 p.m. on 17 January, there was a closed cloud base at a low altitude and visibility of about 5 km. No flights were made. About 24 single-engine planes were parked on the eastern edge of the field. All the planes observed had red upper edges on their rudder assemblies. [REDACTED] planes. The field was covered with snow 5 to 6 cm deep, which was cleared by a snowplow towed by a tractor. Individual air activity was performed between 9:15 a.m. and about 4:15 p.m. on 26 January. All the aircraft observed had red upper edges on their rudder assemblies and red propeller hubs. Four [REDACTED]

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3. On 17 January, four canvas-covered AA guns were observed in the emplacement in the southeastern corner of the field. A sentry was observed in another emplacement about 100 meters south of the northernmost building at the field. Truck [REDACTED] entered and left the field.

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4. The following observations were made at the field between 19 January and 8 February:

19 January. About 10 soldiers observed near the planes on the dispersal area were engaged in maintenance work on some planes. There was no air activity.

20 January. No flights were made although the engine of an IL-10 plane was warmed up for about 10 minutes.

21 January. Between 10 a.m. and 3 p.m., there was a 4/10 overcast and good visibility. Individual flights were made by IL-10s, which remained aloft for 20 to 25 minutes. It was repeatedly observed that the crews were being exchanged.

22 January. Two flights were made by IL-10s. There was clear visibility and a 5/10 overcast.

23 January. Between 9 a.m. and 4:30 p.m., there was intensive local flying by individual planes. An average of 4 to 6 planes were simultaneously observed aloft. The visibility was good and occasionally the sun was shining.

24 January. There was the same weather as on 23 January. Individual local flights were made by IL-10s.

25 January. There was no air activity in bad weather.

26 January. Between 9 a.m. and 5 p.m., there was intensive air activity by individual planes. The sky was 2/10 overcast and the visibility was good.

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27 January. There was no air activity.

30 January. Between 9 a.m. and 5 p.m., intensive air activity was performed. There was a 4/10 overcast and good visibility.

31 January. Between 9 a.m. and 12:30 p.m., about eight IL-10s made individual local flights.

1 February. There was no air activity in rainy weather.

2 February. Between 10 a.m. and 1:30 p.m., formation flying was practiced over the field. In the afternoon, there was no air activity probably because of rain. Source believed that formation flying was practiced by **students** pilots who kept a large distance and interval of 3 to 4 aircraft lengths and 3 to 4 wing spans between the individual planes.

3 February. There was no air activity during heavy snowfall.

4 February. Between 9:30 a.m. and 2 p.m., air activity was performed by individual planes and formations in flight and squadron strength. There was heavy snowfall after 2:30 p.m.

5 February. No air activity was observed although the weather was dry.

6 and 7 February. There was no air activity. Snow on the runway was being rolled on 7 February.

8 February. Between 10 a.m. and 3:40 p.m., a biplane made several flights of 45 to 60 minutes. Individual local flying was performed between 11 a.m. and 2 p.m. During the night, it had snowed but the snow on the runway was not being rolled. A biplane took off without difficulties, while there was an unsuccessful take-off by an IL-10 plane. Subsequently, a caterpillar tractor with a roller arrived for rolling the snow on the runway. The other take-offs and landings were made without any difficulties. During the air activity in the second half of January, the green radio truck which was previously parked near Neuendorf was observed for the first time at Brandenburg-Arado airfield.

5.

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Comment. According to available information and the present report, Brandenburg-Arado airfield is occupied by a ground attack regiment. The aircraft of this regiment are marked by a red upper edge on their rudder assemblies and the numbers from 1 to about 55 on their fuselages. Occasionally, higher numbers were observed. Source's assumption that basic pilot training is also performed at the field may be correct. The same observation was previously reported.

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